



TOOLBOX

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LID VAN VETERAAN MOTORVERENIGING VIR SUIDER AFRIKA (SAVVA)

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DAGSÊ VRIENDE / GOOD DAY FRIENDS

Met die lente in die lug is mens sommer lus om baie dinge te doen. Om in die tuin te werk en seker ook aan die ou karre, vir die wat nog so hard werk en besig is om 'n kar aanmekaar te sit. Maar op die end as alles aanmekaar is, dan was al die pyn en leiding die moeite werd.

Groete Dircolene

Jaarprogram /Yearprogram

24 September - Heritage Day Treasure Hunt - Museum

1 Oktober - Maandvergadering / Monthly Meeting

3 Oktober - Welkom Cars in the Park

TBA - Lindley Car Show

Gelukwensings /Congratulations

Verjaarsdae/ Birthdays

- | | |
|---------|--------------------------------|
| 1 Sept | Kobus Nel |
| 2 Sept | Martie Craig |
| 5 Sept | Nonnie van Staden |
| 10 Sept | Clive Craig en Dircolene Naude |

Baie geluk aan die volgende lede wat verjaar. Mag julle 'n vreugdevolle en geseënde jaar hê! .Ons wens elkeen van hierdie persone sterkte toe vir die jaar wat voorlê en verseker hulle van ons deurlopende ondersteuning!

Eerste lang motorreis in VS in 1904 afgelê

Oldsmobile het van Bfn na Kby gery

In meegaande artikel kyk FRED SCHNETLER, oudmotorredakteur van Volksblad, na die beginjare van die motorbedryf in die Vrystaat.

DIE eerste motor wat in die Vrystaat geloop het, was vermoedelik die Benz Velo wat aan George Hatchard, spoorwegingenieur van Bloemfontein, behoort het. 'n Foto van die motor, op die oog af 'n 1900- of 1901-model, is kort ná die Anglo-Boereoorlog (ABO) in Bloemfontein geneem.

Buiten die lugbande was dit identies aan Suid-Afrika se eerste motor, die Benz van J.P. Hess wat in 1897 die eerste keer in Pretoria vertoon is buiten vir die ouer motor se soliede rubberbande.

Dit is nie bekend hoe ver en waar Hatchard met die motor gery het nie, maar as 'n mens die droewige toestand van die paaië net ná die ABO in ag neem, is dit te betwyfel of hy hom enigsins buite Bloemfontein gewaag het.

Die eerste, baie kriptiese, berig oor 'n langafstandreis in die provinsie het in 1904 verskyn. Die stoere motorbestuurde was A.A. Godwin en sy motor 'n Oldsmobile. Hy het van Bloemfontein tot in Kimberley binne net 'n dag gery -- 'n yslieke prestasie as in ag geneem word dat daar van 'n pad feitlik geen sprake was nie. Dit was grootliks 'n gesukkel oo twee spore in die veld, met elke hier en daar 'n bekslaner-hek om oop te maak.

Godwin se keuse van 'n Oldsmobile was verstandig. Die enkelsilinderenjinn van 1,5 liter was nou nie juis die kragtigste wat geld kon koop nie, maar dit het sy maksimum krag teen baie lae enjintoere gelewer, het gepaste ratverhoudings gehad (net twee ratte vorentoe, een stadig en die ander een vrek stadig) en boonop was die karretjie lig. Dit het ook 'n baie hoë grondvryhoogte gehad.

Bowen al was die Oldsmobile vir sy tyd 'n baie betroubare motor. Etlike langafstandritte is in sy land van herkoms, Amerika, onderneem, waarvan die rit van Lester Whitman en Eugene Hammond van San Francisco tot New York in 1903 'n redelike aanduiding gee waartoe die motortjie in staat was. Maar vinnig was hynie. Op 'n gelyk stuk pad en 'n windstil dag kan 'n mens so min of meer 30 km/h bereik, maar soos wyle Waldie Greyvensteyn altyd met smaak vertel het: "As hy net 'n hoogte in die verte sien, loop hy stadiger."

Gerieflik was hy ook nie. 'n Mens was heeltemal aan die elemente blootgestel. Reën, wind, stof en sneeu het die rit interessanter gemaak. 'n Tent soos 'n kapkar s'n was teen 'n bybetaling beskikbaar, ook modderskerms en asetileenlampe. Hy het geen meters van enige aard gehad nie en die remme was nie te watwaffers nie. Dit alles het \$650 gekos.

Hoekom het mense die Oldsmobile gekoop?

Omdat dit bepaald beter was om te ry as om te loop en omdat die koopprys en die instandhoudingskoste heelwat minder was as vir 'n perdekar met net een perd.

'n Mens kan met reg sê dat die Oldsmobile Curved Dash die eerste in massa vervaardigde motor ter wêreld is. In 1901 is 425 van hulle vervaardig, en in 1902 het die produksie tot 2 100 eenhede gestyg. Die produksiesyfers vir die volgende drie jaar was 4 000 in 1903, 5 500 in 1904 en 6 500 in 1905. Van 1903 tot 1905 was Oldsmobile die grootste motorvervaardiger ter wêreld. Die Oldsmobile is sedert 1903 in Suid-Afrika bemark. Die eerste invoerders was die Raleigh Cycle Company van Kaapstad met takke in Kimberley, Port Elizabeth en Durban. Oldsmobile het in 1908 deel van General Motors geword en vervaardiging van dié fabriek is in Mei vanjaar gestaak.

VANJAAR is 'n jaar van groot feeste vir Suid-Afrika, die Vrystaat en die motornywerheid.

In 1904 het Het Westen, voorloper van Volksblad, die eerste keer verskyn. Dit is ook die jaar toe die eerste langafstandreis per motor in die Vrystaat onderneem is. Van motors gepraat, dit is ook die jaar toe Rolls-Royce gestig is, die Rovermaatskappy sy eerste motor vervaardig het en die eerste Ford hierheen ingevoer is.

In 1924 het die Fordmotormaatskappy met die montering van Model T's in Port Elizabeth begin.

In 1934 is die eerste Suid-Afrikaanse Grand Prix in Oos-Londen gehou.

In 1964 is die Vrystaatse Veteraanmotorklub, een van die mees dinamiese oumotorklubs in die land, gestig.

Die huidige voorsitter, Eric Grimbeek, het verskeie nasionale oumotorbyeenkomste gereël en die klub hou vanjaar onder sy leiding 'n groot oumotortoer om die 40 jaar van die klub en 'n eeu van langafstandmotorritte in die provinsie te vier.

Een van die stigterslede van die klub, wyle mnr. Waldie Greyvensteyn, was etlike jare lank voorsitter van die Suid-Afrikaanse Veteraan-enadelmotorvereniging en het ook in die bestuur van die internasionale oumotorfederasie, FIVA (La Fédération Internationale des Voitures Anciennes) gedien.

Dit is nie nodig om enigiemand daaraan te herinner dat Suid-Afrika in 1994 'n demokratiese regering gekry het nie.

Foto: 2 s/w:

DIÉ foto van 'n Oldsmobile Curved Dash-model is in die Ceres-Karoo geneem toe 'n pad eintlik maar net twee spore in die veld was. Dit gee 'n aanduiding waarmee A.A. Godwin te kampe gehad het toe hy in 1904 met 'n soortgelyke motor van Bloemfontein na Kimberley gery het. Dié foto is geskandeer van 'n erg vergeelde uitknipsel van 'n Kaapse Engelstalige koerant wat 'n Volksblad leser etlike jare terug na die vorige motorredakteur gestuur het.

DIÉ advertensie vir 'n vroeë Oldsmobile het in 1903 in die Natal Mercury verskyn. Die motor wat hier afgebeeld is, is die luukse weergawe van die Curved Dash-model, met 'n gereedskapskissie voor die spatbord, 'n agterste sitbank en 'n effens langer asafstand. Hy moes ietwat stadiger as die tweepersoonmodel gewees het.

Franschhoek Motor Museum - Review by Rob Sartain

I was fortunate enough over April to go and visit the Franschhoek Motor Museum. Ever since I arrived in SA I have always wanted to visit the museum.

Owned by Anton Rupert (famous for their wines) there is about 150 cars in his collection and all are privately owned. The museum is made up of 4 out buildings in beautiful surroundings and the first building is the early cars and the other buildings seem to be more grouped by manufacturer. The displays are very simple, with a description on each vehicle. The cars are all immaculately turned out and the lighting makes them look even more special. I was a little disappointed that it wasn't more South African themed. There was a Capri Perana, but it would have been nice to see a Dart, Land Rovers, old Land Cruisers, and some history about cars in general through South Africa, and with the sanctions how the Japanese dominated the car market. Maybe a bit how political parties were backed by Chevrolet or Ford and depending which car you drove showed which party you voted for..... All interesting to me as a foreigner.

We spent just over an hour there, but unfortunately that was it. I have children and they were bored after half hour. I felt they could have done more with it. They could have done some interactive displays and had other activities.

It is still worth a visit even though I felt it a little pricey, but it is nice to see private collectors showing their cars rather than hiding them in the garage so I don't want to be too harsh.

Maybe Bethlehem needs a museum with slightly less exotic cars. Personally I like seeing and hearing about all cars regardless of their value. Every car has history and a story about how it came to be.

HUDSON COMMODORE – FRANSCHHOEK MOTOR MUSEUM

This month we follow Hollywood movie star Morgan Freeman behind the wheel of a Hudson Commodore.



Befitting its name, the Commodore was the flagship of the fleet in Hudson's model line-up. Built in motor city Detroit, the first generation lasted only two years – 1941-42 – cut short as America became involved in WWII during which Hudson made aircraft and landing craft engines. Afterwards, having generated a small profit from its wartime effort, in 1946 the company returned to motor manufacture with facelifted versions of the pre-war models. These cars were notable for having exterior and interior trim design input by Elizabeth Anna 'Betty' Thatcher, the first American female automotive designer. (To avoid a conflict of interests, Betty resigned in 1941 following her marriage to Joe Oros, then Cadillac designer.) The second generation also only lasted two years before its ground-breaking replacement appeared.

Often hailed as one of the great post-war designs, production of the unibody third-generation Hudson Commodore began in December 1947 and was made available in just three versions – a four-door sedan, a two-door Club Coupé and a two-door Brougham Convertible. All could carry up to six passengers. Engines on offer were the same as those for the lesser Super Six and Super Eight models, namely a 262 cu.in. (4 293 cm³) L-head in-line six and, oddly, a smaller, less powerful 254 cu.in (4 162 cm³) L-head straight-eight.

The car's all-steel unibody design was quite radical for its time. Its construction incorporated a perimeter frame that allowed for the seats to be set lower than would be possible with the more common separate body/chassis assembly, so passengers 'stepped down' into the car, which became a catchphrase when referring to the design. Hudson actually trademarked the design as Monobilt. Apart from saving weight, the layout offered some side impact safety protection and lowered the car's overall height and consequently the centre of gravity, which benefitted handling, a characteristic for which the car became universally acclaimed.

A narrow glasshouse, full length bodyside swage lines and spats over the rear wheels made the car appear exceptionally low and sleek. Sedans were 5207 mm long, 1 957 mm wide, 1 533 mm high and rode on a 124-inch (3 150 mm) wheelbase. In later years, the look appealed to hot rodders who often converted Commodores into lead sleds, a ground-hugging expression of automotive art that usually horrifies purists but thrills the California Custom Club.



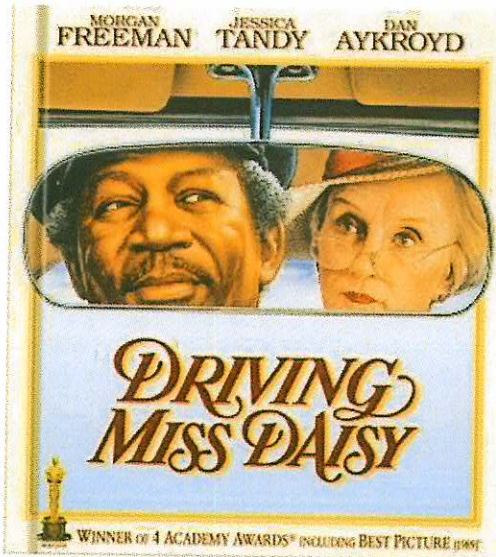
Inside, seats featured foam cushions and sedans were trimmed in broadcloth while coupés boasted leather. Standard luxury features included a two-tone walnut-grained dashboard, instrument light dimmer, swivelling sun visors, electric clock, opening rear quarter-lights, and an 18-inch plastic steering wheel with horn ring. (The Super Series cars had a 17-inch wheel.)

FMM's 1949 Commodore has the in-line six-cylinder engine that features a chrome-alloy block, a four main bearing crank, solid valve lifters, a 6,5:1 compression ratio and a Carter two-barrel carburettor. The motor delivered 95 kW at 4 000 r/min and 271 N.m of torque at a low 1 600, and was mated with a three-speed column shift manual gearbox. Top speed was around 150 km/h. When new, an aluminium cylinder head, an oil bath air cleaner, overdrive and different axle ratios were amongst numerous powertrain options.

A near identical 1949 Hudson Commodore sedan was one of the star cars in the Oscar-winning movie *Driving Miss Daisy* starring Morgan Freeman as the driver Hoke Colburn and Jessica Tandy as Miss Daisy. But perhaps Hudson's more famous silver screen star was the lovable Doc Hudson in Pixar's animated *Cars* movies, but he was actually modelled on a 1951 Hudson Hornet Club Coupé. Nevertheless, the similarities are obvious – the Hornet and Wasp briefly superseded the Commodore before the body style – which, surprisingly, was not a trendsetter – was dropped for the 1954 model year.



So, with my wife acting as Miss Tandy, I did my Hoke impersonation around the L'Ormarins estate and soon understood why FMM curator Wayne Harley is enthusiastic about the car. Tipping the scales at just over 1 600 kg, the Hudson is no sprinter but the motor feels – and is – strong. Thankfully, the big wheel is not too heavy to twirl when manoeuvring but such bulk needs consideration when pressing on along twisty roads. For sure, roll is hardly evident and looking through the split windscreen, the car exudes a kind of majesty when cruising along, the shallow windows adding an air of mystique to outsiders looking to see who is driving – and being driven.



"What you say, Miss Daisy?"

"Did you have the air-conditioning checked? I told you to have the air-conditioning checked."

"I had the air-conditioning checked. I don't know what for. You never allow me to turn it on."

"Hush up!"

Great movie. Great car. **MM**



SAVVA Technical Tip100- Fuelhoses

On a recent club run one of the participants mentioned he had a strong smell of petrol that wasn't there previously. It didn't take long to find the problem. It was the flexible fuel pipe from the fuel pump to the carburettor. It was past its useful life and was squirting petrol all over the place. The owner of the car was quite horrified at what could have happened to his pride and joy.

It turned out however that the rubber fuel hose he had used wasn't fuel compatible – it was actually air line hosing. I think the lesson here is not to buy look-a-like fuel hosing which could turn out to be air line hosing. One must also be careful when buying fuel hose because the cheaper product cannot handle the petrol we currently use. The same applies to the clear plastic re-enforced hose – it's ok when new but becomes hard, discoloured, inflexible and could leak later in its life.

The question is, where do we find top quality product? From the quality car dealerships, ie Mercedes, BMW, Toyota, Volvo etc. Quality spares shops usually stock it but be careful as the spares shop assistants often don't know the difference between air and fuel line because they look similar.

Viva La Difference

